



# SUGAR ALMOST SURE OF ATTACK

HAS PLENTY OF FRIENDS IN CONGRESS, HOWEVER, TO FIGHT BACK.

By HENRY G. WALKER.  
(Mail Special to The Advertiser.)

WASHINGTON, March 23.—There is still much uncertainty about the extent of tariff revision. The house Democrats are proceeding cautiously. They have outlined their program only in a small part. They insist that there must be some revision beyond the enactment of the Canadian Reciprocity agreement and are still pointing to the wool and woolen and the cotton schedules as the two to be taken up first. Some weeks ago the Democrats of ways and means began some investigation of those schedules and are understood to have progressed so that they could get up a tentative bill covering both schedules on short notice.

The sugar schedule is brief and has been attacked so much and frequently, that it is almost certain there will be agitation in the house or senate for some change in the rates of duties before the extra session has adjourned. But the government derives a deal of revenue from sugar and the best sugar States are very much opposed to any reduction. The tariff board has long intended to make an investigation of the sugar schedule but has done nothing material in that direction yet.

**Keep Them Guessing.**  
The Democrats probably will keep the administration guessing as to these and many other matters of tariff revision. They are aware that the tariff board will likely be utilized by the administration to dig out information that might controvert and embarrass them in some directions. They think it better policy to proceed a step at a time and allow the Republicans to know things only when the time is at hand to inform the whole country.

So it is that the method of proceeding with the Canadian Reciprocity agreement remains undetermined. There are many Democrats who believe it would be excellent politics to tack the Canadian agreement upon one of the Democratic revision bills and thus force the Republican Senate and the Republican President to approve of the measure in toto.

There would be vigorous Republican resistance to such an effort—but the Democrats hold the whip hand. They are willing to see their opponents squirm and, if such a plan should go through, they would be equally ready to place responsibility for any feature of the tariff enactment that proved unpopular, upon the Republicans of the senate and upon the President.

**The Coming Men?**  
One hears much speculation around the Capitol whether present revenue exigencies are likely to develop one or two men of preeminent capacity for handling such problems. There is none now. It is taken for granted that many duties are to be lowered before the Democratic congress is through with its labors. In some instances such reductions will increase the jangling of government guineas in the national exchequer and in some instances it will not. But the expenses of government are steadily climbing and the total of revenues under the tariff must keep pace accordingly or serious trouble ensues in the Treasury.

The late Senator Allison, of Iowa, was probably the last man in public life whose information and sound judgment made his conclusions on revenue topics of great value at the Capitol. Ex-Senator Aldrich, of Rhode Island, has some of Mr. Allison's qualifications in that regard. He possesses a vast deal of knowledge about tariff, but, as a senator, was more adept in arranging trades and adjusting differences of opinion that would solidify a majority for a given tariff measure. When it comes to telling what a given tariff law will yield in revenue and to framing schedules for a successful revenue program, however, there are no men of proven reputation and ability now in congress or, for that matter in the departments.

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## NO NEED NOW FOR EXTENSION

IMPROVERS BELIEVE CITY CAN WAIT FOR CAR LINE BETTERMENT.

(From Saturday's Advertiser.)

It is the judgment of this meeting that there is no present necessity of an extension, and that it is not expedient to extend the franchise of the Rapid Transit company, but that, on the contrary, it is desirable that the matter of such extension should be deferred for at least two years from this time in order that the matters involved may be more fully considered by the people of this city and county in the interval.

With a vote of eleven to seven the above motion was adopted at a meeting of the Central Improvement Committee yesterday afternoon. The second portion of the motion was tacked on at a psychological moment when the first part, or the original motion, was about to be defeated. It won a few votes and the whole was carried.

## MYHRE IS CHARGED WITH WOMAN'S DEATH

CORONER'S JURY DECIDES EVIDENCE IS AGAINST MAN HELD ON SUSPICION.

Guilty of murder in the eyes of a coroner's jury, George Myhre was yesterday charged by Deputy Rose with the killing of Annie Hall, a half white girl who died yesterday morning from mysterious injuries received the night before.

An autopsy was held yesterday, showing that besides a bad cut over her eye the back of the woman's head was badly battered, resulting in a clot on the brain which caused her death. Myhre claimed that she had fallen from a window, but the preponderance of evidence was against him and his "theory," which did not explain the cut over the eye after it had been compared with the position of the woman when found and the course he said her body had taken.

Witnesses testified that they had heard a thumping in the room where Myhre and the girl were known to be, which seemed to correspond, from their description, with the noise that would have been made by some one knocking the head of another against the floor or wall.

What happened to be the strongest testimony against him was given by several men he had seen afterwards, to whom he said that he had "kicked" her after she got drunk and wanted to go somewhere else.

The charge against the man is murder in the first degree and if modification in necessary it will be left to the grand jury.

## TEAMSTER KILLED BY FALLING POLE

TOO WILLING TO ASSIST COMPANIONS AND NECK AND JAW ARE BROKEN.

(From Saturday's Advertiser.)

Too great a willingness to help his companions in their labor was the cause of the death of a Hawaiian teamster named Pipili yesterday afternoon at the brickyard on Nuuanu avenue. The man was aiding four or five others to unload a forty-foot pole from the truck which he was driving, when the great piece of timber struck him on the neck, pinning him beneath it on the ground. His spine was snapped in two and his jaw was broken in two places.

The men had the pole on their shoulders and were swinging it, preparing to cast it to one side, clear of themselves and the wagon. Pipili, whom his companions give a reputation of being one always eager to help, jumped from the wagon, intending to lend a hand.

He did not watch the movements of the big pole, however, the butt of which was already on the ground, and as the men threw the other end clear it caught him. He was about thirty-five or forty years of age, and was driving for Hucks-Peck & Co.

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The first part of the motion as adopted was offered by Attorney C. W. Ashford, who appeared as a delegate from the Kanuhumanu club to the central committee. The motion was practically, in the way of being defeated, the Manoa contingent being shouter to shoulder in opposition, when the motion was put by Chairman Berndt. At this juncture, Ralph S. Hosmer arose to make a suggestion, which was practically in the form of the last paragraph, which he offered as an amendment, and which Mr. Ashford and others supporting the original motion eagerly accepted.

During the debate a statement was made, apparently as a Democratic threat, that the whole rapid transit matter would be brought before the people in the next campaign as a part of the Democratic platform.

One of the main speakers at yesterday's meeting was B. von Damm of the Manoa Improvement Club. He announced that while he felt that there were certain amendments which could and should be made to the franchise and there were certain abuses of administration to be corrected, yet he felt that the company was one which should be backed by the public. He expressed the opinion that its service was second to none and that it was opening up country with its extensions.

In this he was supported strongly by Albion Clark of Kaimuki, who stated that although the Kaimuki-Waiaina residents had contributed about \$50,000 toward the Waiaina extension, yet they had all benefited by the service, which had opened up a vast tract of land for residence purposes, due entirely to the rapid transit development.

Mr. von Damm disagreed with the statements of C. W. Ashford. He said the Rapid Transit company did not need to make improvements at all and could turn its money into dividends rather than into improved service and equipment. The company could issue stock and do many things financially, but with a growing city this was to be avoided. He believed in granting the extension of franchise under certain conditions, making it a give and take proposition. Lack of extensions of the various lines would keep down the city's growth.

As to freight transportation over its lines, he asked why they should not carry it. As to the criticism that the freight cars would raise dust, he laughed at the idea. Wagons raised as much dust or more and ruined the streets. He did not wish to be understood as fighting for the rapid transit. He was fighting for the people, rather. As to the schedules, these could be fixed by the appointment of a commission. There are some provisions in the franchise which he suggested might be changed.

As to motive power, he did not agree that the company should be allowed to use internal combustion engines on its passenger cars. He suggested that this be prohibited within certain city limits at least.

As to the provision concerning fares, he thought it right that only a five-cent fare should be charged, but even in this matter the Rapid Transit had some rights to be observed. For instance, the franchise gave them the right, within certain distances from the shore, to charge five cents. Mr. von Damm suggested it would be unfair to make the company collect only a five-cent fare in case they extended their lines as far as the Pall. There should be some limitation.

One of the most serious sections for consideration, in his opinion, was section 851, which provides for certain charges from their income. This allows the company to issue bonds for \$2,000,000. He proposed that some item be inserted in this paragraph limiting the capital stock to the actual amount invested in their lines, less all outstanding indebtedness, bonded or otherwise.

He believed sections 851 and 871 should also be altered to some extent. The people should also ask for a tentative service over all existing lines. They should suggest airbrakes on all passenger cars, and, above all, he felt that a board of railroad, or street railroad, commissioners should be appointed, with power for fixing subsidies and such. He felt it would be feasible to have one or two members of the Rapid Transit company on the commission.

The company had already offered, in return for an extension of franchise, to give two and one-half per cent of gross receipts to the government. He thought this proper.

But he did feel that the Rapid Transit

matter was a local matter, in which Kaimuki, Manoa and Honolulu should allow the like vote to prevail, and suggested that, as the Rapid Transit was a local matter, the income for the government proposed should go to the benefit of the county, and not be diverted out to Hawaii, Maui and Kauai. He felt it might be turned over to the county treasurer, but he was used for some specific object. He stated, however, that the people had not had very satisfactory service so far from the county government.

## UNLAWFULLY OPPOSED.

Colonel McCarthy declared himself unilaterally opposed to the proposed extension of franchise. He did not believe the legislature had a moral right to mortgage the rights of others to come. He thought when the franchise expired it would have a value to the next bidders of \$2,000,000, and if put up at public auction the present company had an excellent chance to bid it in.

Harry T. Mills made a long address, speaking mainly in opposition to action being taken at all, and he did not believe that undue haste should be exercised. The present legislature had only twenty-five more working days and twenty days in which any action could be validated. He felt that if the franchise was not granted now it would become campaign material in the next election. Mr. Mills, with all his opposition, paid a high tribute to Messrs. Cartie and Peck for having risked their money in making the Rapid Transit company what it is, and he thought a franchise extension might be granted, if under certain restrictions.

## SEATTLE'S EXAMPLE.

Mr. Ashford wanted the whole matter deferred and offered the first part of the motion as above given. Captain Kidwell agreed with Mr. von Damm's suggestions and thought they covered the matter very well. As to carrying freight, Captain Kidwell thought possibly none was carried over Broadway or up Market street, but Seattle had no such scruples and thousands of tons of dirt are being carried over the street car lines from hills being razed. Such a tremendous amount of hauling saved streets and that was an item to be considered. He thought some of the opposition to the Rapid Transit company was too rabid.

Mr. Logan thought there were some abuses which might be rectified, but he was in favor of the Rapid Transit getting its extension of franchise. He felt the company should pave its track on Fort street. He agreed mainly with Mr. von Damm and so did Ernest Ross and P. D. Crendon. Mr. Ross stated there was no time like the present to carry out matters and he did not believe in putting off the matter for two years. He felt that the legislature would grant an extension with certain limitations.

Mr. Crendon said the matter should be settled now. The company wants to know where it stands before making more improvements or extensions. The Rapid Transit was giving excellent service and was much better than that found in St. Louis and New York.

## FOR STEAMER CONNECTIONS.

Mr. McLean was opposed to the extension of the franchise. He felt also that the company should run its lines along the waterfront to connect directly with the interisland steamers.

Mr. Ashford's statement was along lines previously uttered. He scolded the company, the officers and everything connected with the company in opposition to any extension of franchise. He did not like the dust the Rapid Transit turned up on Beretania avenue. There were many things he did not like.

## THEATERS ESCAPE A LAW FOR ONE PRICE

(From Saturday's Advertiser.)

"This practise of some show houses in advertising certain rates for admittance to their shows and then charging another price is a bad one and should be stopped," declared Representative Correa in the house, yesterday, during consideration of the report of the police committee that house bill 68, introduced by Correa, be tabled.

It was for the purpose of stopping this false pretense practise that Correa stated he had introduced the bill, which provided for a license fee by all houses of entertainment with a penalty of forfeiture in case it did anything like exchanging prices without public notice of at least twenty-four hours.

But in the end Correa himself made a motion to table the bill and a laugh followed, along with the unanimous vote to kill the bill.

## LAW WILL END ALL SUNDAY BARBERING

As soon as approved barbers will stop barbering on Sundays, for the bill which passed second reading in the house yesterday, introduced thereto by Representative Marcellino, prohibits the operation of barber shops on Sundays. In its report on the bill the committee on health and police make the following explanation:

"This bill seeks to amend the Sunday law in so far as it permits barbers to open up their shops and conduct their business during certain hours of a Sunday, and takes away that privilege. Your majority committee upon consulting a number of persons with reference to this amendment finds that this bill is almost universally approved of, particularly amongst the barbers themselves who have sent in a petition to that effect in this house which is reported on herewith. Your committee therefore recommends the passage of this bill."

## BANK LAW BILLS ONE MAN'S PLAN

LIVELY HEARING BEFORE SENATE COMMITTEE AND BROWN AT BAY.

(From Sunday's Advertiser.)

Brought to bay in defense of his bills regulating the business of banking in the Territory, Senator Cecil Brown yesterday faced a ring of financiers backed with millions and influence enough to have dashed even such a "scrappy" as the aggressive senator who wants to "stand out."

The hearing was before the ways and means committee of the senate on senate bills 91, 97 and 100, giving wider scope to transactions of savings banks, appointment of a bank examiner and permitting trust companies to do a banking business.

But the representatives of the trust companies declared unanimously that they do not want to do a banking business, also they do not want the banks to do a trust business, and all the banks, except that one represented by Senator Brown himself, also entered protests.

## STRONG LINE-UP.

Some of those who appeared before the committee yesterday to oppose Senator Brown's bills, were R. H. Trent of the Treat Trust Company; E. I. Spalding of the Bank of Honolulu; Clarence Cooke of the Bank of Hawaii; Abe Lewis, also of that bank; Attorney C. H. Hemenway, who stated he was representing the Merchants' Association, the Chamber of Commerce and the Planters' Association; J. R. Galt of the Hawaiian Trust Company; Carl Smith of the First Bank of Hilo; S. M. Damon of the Bishop Bank; Robert Shingle, and Mr. Campbell of the Waterhouse Trust Company; Treasurer Conkling and W. A. Kinney.

A communication was read from the various banks and trust companies protesting against S. B. 91, on the ground that the present system has proven itself satisfactory and that there is yet to be noted a bank failure in Hawaii.

A resolution was also read from the Hawaiian Trust Company opposing the bills and suggesting that a commission be appointed to prepare an act to regulate the banking and trust business of the Territory.

**Like "Dogs in Manger."**  
Senator Brown defended his bills, although acknowledging that apparently the whole banking community was against them, but he likened them to dogs in the manger who opposed others doing what they did not care to do.

"They object to bill ninety-one, they object to a bank examiner, they object to everything and want things to remain as they are," cried the senator in despair.

Mr. Spalding acted as the spokesman for the financial institutions and voiced the opposition to the measures before the senate. He dwelt upon the high standing of the Hawaiian banks during the recent financial panic and asserted in behalf of the banks that they consider the present laws ample for the conduct and control of the banking and trust institutions of the Territory.

Mr. Lewis, Mr. Smith and others all took much the same stand and voiced the same argument, that there was no necessity for the legislature to change the present laws.

Chairman Fairchild announced that another hearing on the bills would be held next Saturday and the hearing adjourned.

## UNCLAIMED LETTER LIST.

List of letters remaining unclaimed in the general delivery for the week ending March 25, 1911.

- |                    |                   |
|--------------------|-------------------|
| Bell, P. S.        | Johnson, Mrs Wm   |
| Blair, Ray C (3)   | Karnstedt, Adolf  |
| Breiters, J R      | Meyers, Mrs G E   |
| Bright, Miss       | Mitchell, A       |
| Roach (2)          | Miles, Miss       |
| Brooks, Miss       | Penella           |
| Alice W            | Oschmann, Miss    |
| Brooke, Mrs        | Tenna             |
| John E             | Olson, Nils       |
| Busher, Harold     | Palama General    |
| Caswell, Manuel    | Hospital          |
| Coburn, Miss Alice | Pease, Mrs Sophia |
| Cover, Greenwade   | Penallion, Dr B   |
| Collins, Wm        | Patney, Miss      |
| Cummings, Miss     | Minnie E          |
| Lacy               | Rich, Mrs A H     |
| Davis, Miss Anna   | Rice, Mrs Mary    |
| Edward, Jos L      | Robins, Mrs Mary  |
| Edward, Mrs Mary   | Sawdon, Thomas P  |
| Ferguson, Wm (2)   | Schoewing, M H    |
| Freake, R          | Siekemeyer,       |
| Gobier, Miss       | William (2)       |
| Mary (2)           | Smythe, Mrs       |
| Grether, Reinhardt | Jennie            |
| Guptill, Mrs       | Smith, Francis H  |
| Frank              | Stone, E K        |
| Gunn, Miss Edna    | Stack, T L        |
| Houghton, James    | Thiamson,         |
| Helbush, George    | Andrew            |
| Hill, N J          | Thompson, Capt    |
| Hibble, John       | Voegt, Emil       |
| Howard, Mrs G F    | Wallace, Miss     |
| Hole, Mrs          | Lucy              |
| Sarah E            | Wallan, Bob       |
| Holt, W            | Williams, Frank   |
| James, Wm          | Zunwalt, Mrs R E  |

Please ask for advertised letters.  
JOSEPH G. PRATT, Postmaster.

## THE FEDERAL SITE.

Editor Advertiser:—Now that some of the business men of Honolulu have expressed a willingness to favor a change from the Mahuka site for the federal building, allow me to suggest a site which has been suggested before but which has not seemed to attract much attention.

This block is bounded by King, Alakea, Merchant and Richards streets. This block is larger than the original Mahuka site, although not as large as the addition of the Fort street section would make it.

It is a trifle nearer the business center than the Irwin site and will give the architect every opportunity to plan a building which will materially add to the dignity of the town.

The cost of this block will undoubtedly be less than the cost of the Fort street section, which it is proposed to condemn. Yours truly,  
W. R. BOWELL.